

II-2.1

COAST PILOT 1 (Continued)

include:

(15 CFR 922.47; 15 CFR 922.48) 52/00

Page 36—Paragraphs 112 to 123; read:

(a) A person may conduct an activity prohibited by subparts L through P of this part if such activity is specifically authorized by any valid Federal, State, or local lease, permit, license, approval, or other authorization issued after the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary after the effective date of the regulations in subpart P of this part, provided that:

(1) The applicant notifies the Director, in writing, of the application for such authorization (and of any application for an amendment, renewal, or extension of such authorization) within fifteen (15) days of the date of filing of the application or of the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in subpart P of this part, whichever is later;

(2) The applicant complies with the other provisions of this §922.49;

(3) The Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization (or amendment, renewal, or extension); and

(4) The applicant complies with any terms and conditions the Director deems reasonably necessary to protect Sanctuary resources and qualities.

(b) Any potential applicant for an authorization described in paragraph (a) of this section may request the Director to issue a finding as to whether the activity for which an application is intended to be made is prohibited by subparts L through P of this part.

(c) Notification of filings of applications should be sent to the Director, Office of Ocean and Coastal Resource Management at the address specified in subparts L through P of this part. A copy of the application must accompany the notification.

(d) The Director may request additional information from the applicant as he or she deems reasonably necessary to determine whether to object to issuance of an authorization described in paragraph (a) of this section, or what terms and conditions are reasonably necessary to protect Sanctuary resources and qualities. The information requested must be received by the Director within 45 days of the postmark date of the request. The Director may seek the views of any persons on the application.

(e) The Director shall notify, in writing, the agency to which application has been made of his or her pending review of the application and possible objection to issuance. Upon completion of review of the application and information received with respect thereto, the Director shall notify both the agency and applicant, in writing, whether he or she has an objection to issuance and what terms and conditions he or she deems reasonably necessary to protect Sanctuary resources and qualities, and reasons therefor.

(f) The Director may amend the terms and conditions deemed reasonably necessary to protect Sanctuary resources and qualities whenever additional information becomes available justifying such an amendment.

(g) Any time limit prescribed in or established under this §922.49 may be extended by the Director for good cause.

(h) The applicant may appeal any objection by, or terms or conditions imposed by, the Director to the Assistant Administrator or designee in accordance with the provisions of §922.50.

(15 CFR 922.49) 52/00

Page 36—Paragraph 125, line 8; read:

subparts L through P, an applicant for a lease, permit, license or ...

(15 CFR 922.50) 52/00

Page 36—Paragraph 128, line 2; read:

P, the objection to issuance of or the imposition of terms and conditions ...

(15 CFR 922.50) 52/00

Page 40—Paragraph 217; read:

§26.07 Communications.

No person may use the services of, and no person may serve as, a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204, unless the person can communicate in the English language.

(33 CFR 26.07) 52/00

Page 43—Paragraphs 227 to 229; strike out.

(33 CFR 26.10) 52/00

Page 44—Paragraph 273, line 2 to Paragraph 279, line 1; read:

Little Diamond Island and Great Diamond Island).

Beginning at the southeasterly corner of the wharf, at the most southerly point of Great Diamond Island at

43°40'13"N., 70°12'00"W.; thence extending southwesterly to the northeasterly corner of the wharf on the easterly side of Little Diamond Island at

43°40'03"N., 70°12'15"W.; thence extending along the northerly side of the wharf to its shoreward end at

43°40'03"N., 70°12'17"W.; thence extending along the shoreline of Little Diamond Island to

43°40'11"N., 70°12'20"W.; thence extending northeasterly to the shoreline of the southerly side of Great Diamond Island at

43°40'21"N., 70°12'06"W.; thence extending along the shoreline of Great Diamond Island to the shoreward end of a wharf at

43°40'15"N., 70°12'02"W.; thence extending along the southwesterly ...

(33 CFR 110.6) 52/00

Page 45—Paragraph 295 to Paragraph 296, line 1; read:

45°31'00.0"N., 70°52'18.5"W. east of Folger Point; thence to a point at

42°30'38.0"N., 70°52'36.5"W.; thence easterly to a point ...

(33 CFR 110.25) 52/00

COAST PILOT 1 (Continued)

Page 49—Paragraph 443, lines 2 to 3; read:
with radiotelephones are listed in Appendix A to this part.
(33 CFR 117.15) 52/00

COAST PILOT 1 31 Ed 1998 Change No. 22

Page 33—Paragraph 19, lines 2 to 3; read:
and E apply to all eleven National Marine Sanctuaries for
which site-specific regulations appear in subparts F through
P, respectively.
(15 CFR 922.1) 52/00

Page 57—Paragraph 742; read:
(a) Division 1.1 or 1.2 (explosive) materials, as defined in
49 CFR 173.50.
(33 CFR 160.203) 52/00

Page 57—Paragraph 768, lines 2 to 6; read:
adversely affect (1) the safety of any vessel, bridge, struc-
ture, or shore area or (2) the environmental quality of any
port, harbor, or navigable waterway of the United States. It
may—but need not—involve collision, allision, fire, explosion,
grounding, leaking, damage, injury or illness of a person
aboard, or manning-shortage.
(33 CFR 160.203) 52/00

Page 58—Paragraph 833; read:
Whenever there is a hazardous condition either aboard a
vessel or caused by a vessel or its operation, the owner,
agent, master, operator, or person in charge shall immedi-
ately notify the nearest Coast Guard Marine Safety office or
Group office. (Compliance with this section does not by
itself discharge the duty of compliance with 46 CFR 4.05-
10.)
(33 CFR 160.215) 52/00

Page 65—Paragraph 1000, lines 8 to 10; read:
Street, NW., suite 700, Washington, DC, and at the Office of
Vessel Traffic Management (G-MOV), Coast Guard Head-
quarters, 2100 Second Street, SW., Washington, DC 20593-
0001 ...
(33 CFR 164.03) 52/00

Page 71—Paragraphs 1170 to 1176; strike out.
(33 CFR 164.40) 52/00

Page 85—Paragraphs 1671 to 1676; read:
TITLE 50, WILDLIFE AND FISHERIES

PART 222—General Endangered and Threatened Marine Species**Subpart A—Introduction and General Provisions****§222.101 Purpose and scope of regulations.**

(a) The regulations of parts 222, 223, and 224 of this
chapter implement the Endangered Species Act (Act), and
govern the taking, possession, transportation, sale, purchase,
barter, exportation, importation of, and other requirements

pertaining to wildlife and plants under the jurisdiction of the
Secretary of Commerce and determined to be threatened or
endangered pursuant to section 4(a) of the Act. These regula-
tions are implemented by the National Marine Fisheries Ser-
vice, National Oceanic and Atmospheric Administration,
U.S. Department of Commerce. This part pertains to general
provisions and definitions. Specifically, parts 223 and 224
pertain to provisions to threatened species and endangered
species, respectively. Part 226 enumerates designated critical
habitat for endangered and threatened species. Certain of the
endangered and threatened marine species enumerated in
§§224.102 and 223.102 are included in Appendix I or II to
the Convention on International Trade of Endangered Spe-
cies of Wild Fauna and Flora. The importation, exportation,
and re-exportation of such species are subject to additional
regulations set forth at 50 CFR part 23, chapter I.

(b) For rules and procedures relating to species deter-
mined to be threatened or endangered under the jurisdiction
of the Secretary of the Interior, see 50 CFR parts 10 through
17. For rules and procedures relating to the general imple-
mentation of the Act jointly by the Departments of the Inte-
rior and Commerce and for certain species under the joint
jurisdiction of both the Secretaries of the Interior and Com-
merce, see 50 CFR Chapter IV. Marine mammals listed as
endangered or threatened and subject to these regulations
may also be subject to additional requirements pursuant to
the Marine Mammal Protection Act (for regulations imple-
menting that act, see 50 CFR part 216).

(c) No statute or regulation of any state shall be construed
to relieve a person from the restrictions, conditions, and
requirements contained in parts 222, 223, and 224 of this
chapter. In addition, nothing in parts 222, 223, and 224 of
this chapter, including any permit issued pursuant thereto,
shall be construed to relieve a person from any other require-
ments imposed by a statute or regulation of any state or of
the United States, including any applicable health, quaran-
tine, agricultural, or customs laws or regulations, or any
other National Marine Fisheries Service enforced statutes or
regulations.

(FR 3/23/99; 50 CFR 222.101) 52/00

Page 85—Paragraph 1676, line 5 to Paragraph 1689; read:
interstate transportation of fish or wildlife.

PART 224—Endangered Marine and Anadromous Species
§224.103 Special prohibitions for endangered marine mammals.

(b) *Approaching North Atlantic right whales.*

(1) *Prohibitions.* Except as provided under paragraph
(b)(3) of this section, it is unlawful for any person subject
to the jurisdiction of the United States to commit, attempt
to commit, to solicit another to commit, or cause to be
committed any of the following acts:

(i) Approach (including by interception) within 500
yards (460 m) of a right whale by vessel, aircraft, or any
other means;

(ii) Fail to undertake required right whale avoidance
measures specified under paragraph (b)(2) of this sec-
tion.

(2) *Right whale avoidance measures.* Except as pro-

COAST PILOT 1 (Continued)

vided under paragraph (b)(3) of this section, the following avoidance measures must be taken if within 500 yards (460 m) of a right whale:

(i) If underway, a vessel must steer a course away from the right whale and immediately leave the area at a slow safe speed.

(ii) An aircraft must take a course away from the right whale and immediately leave the area at a constant airspeed.

(3) *Exceptions.* The following exceptions apply to this section, but any person who claims the applicability of an exception has the burden of proving that the exception applies:

(i) Paragraphs (b)(1) and (b)(2) of this section do not apply if a right whale approach is authorized by the National Marine Fisheries Service through a permit issued under part 222, subpart C, of this chapter (General Permit Procedures) or through a similar authorization.

(ii) Paragraphs (b)(1) and (b)(2) of this section do not apply where compliance would create an imminent and serious threat to a person, vessel, or aircraft.

(iii) Paragraphs (b)(1) and (b)(2) of this section do not apply when approaching to investigate a right whale entanglement or injury, or to assist in the disentanglement or rescue of a right whale, provided that permission is received from the National Marine Fisheries Service or designee prior to the approach.

(iv) Paragraphs (b)(1) and (b)(2) of this section do not apply to an aircraft unless the aircraft is conducting whale watch activities.

(v) Paragraph (b)(2) of this section does not apply to the extent that a vessel is restricted in her ability to maneuver and, because of the restriction, cannot comply with paragraph (b)(2) of this section.

(FR 3/23/99; 50 CFR 224.103) 52/00

Page 85—Paragraph 1689, line 4 to Paragraph 1696; read: this section.

PART 226—Designated Critical Habitat**§226.101 Purpose and scope.**

The regulations contained in this part identify those habitats designated by the Secretary of Commerce as critical under section 4 of the Act, for endangered and threatened species under the jurisdiction of the Secretary of Commerce. Those species are enumerated at §223.102 of this chapter, if threatened and at Sec. 224.101 of this chapter, if endangered. For regulations pertaining to the designation of critical habitat, see part 424 of this title, and for regulations pertaining to prohibition against the adverse modification or destruction of critical habitat, see part 402 of this title. Maps and charts identifying designated critical habitat that are not provided in this section may be obtained upon request to the Office of Protected Resources (see §222.102, definition of “Office of Protected Resources”).

§226.203 Critical habitat for Northern right whales.

(FR 3/23/99; 50 CFR 226.101; 50 CFR 226.203) 52/00

Page 152—Paragraph 168, lines 4 to 5; read: end uncovers 5 feet.

(44/00 CG1) 52/00

Page 161—Paragraph 358, lines 1 to 4; read:

In West Penobscot Bay, eastward of Monroe Island, the ...
(42/00 CG1) 52/00

Page 165—Paragraph 458, lines 4 to 7; read:

and buoys are on the east and west sides of it. A rocky ledge, covered 33 feet and marked with a lighted buoy, is about 2.5 miles south-southwestward of the railroad pier at Mack Point, in the northern section of the Oil Transfer Area.

(H 10867; LL/2000; NOS 13309) 52/00

Page 215—Paragraph 258, lines 8 to 12; read:

daymark. A buoy marks the outer end of the southern breakwater. A marked channel leads from outside the breakwaters to a marina at Wentworth By-the-Sea, a resort hotel; an anchorage area is on the south side of the harbor. In 1993-1994, the midchannel controlling depth was 3½ feet to the marina with 5½ ...

(CL 122/99; LL/2000) 52/00

Page 241—Paragraph 64, lines 4 to 11; read:

Charles River. The Federal project provides for a 40-foot channel from President Roads to the mouth of the Mystic River. The right half of the channel from President Roads to Commonwealth Pier 5, South Boston, and the left half of the channel just northwest of Commonwealth Pier 5 to the Charles River has a Federal project depth of 35 feet. (See Notice to Mariners and latest edition of charts for controlling depths.) In October 2000, a rock was reported, covered 37 feet, in about 42°20'05"N., 70°59'54"W., in the center of the channel between Light 5 and Buoy 6.

(CEM-New England/86; NOS 13272;

CL 1573/00) 52/00

Page 249—Paragraph 233, lines 5 to 8; read:

and 117.621, chapter 2, for drawbridge regulations.) In August 2000, the State Route 3A highway bridge was being rehabilitated and a temporary vertical lift bridge, with a design clearance of 55 feet down, was being constructed just south of the existing bridge. Three overhead power cables cross the river at: 0.7 mile, 1.1 miles, and 1.3 miles above the State Route 3A highway bridge. The first two overhead cables, 0.7 mile and 1.1 miles, have clearances of 150 feet and 100 feet, respectively. The third overhead cable, 1.3 miles, has a reported clearance of 56 feet. State Route 53 fixed highway bridge, about 1.7 miles south of the bascule bridge, has a fixed span with a clearance of 11 feet.

(CL 1562/00; 41/99 CG1; CL 1207/00) 52/00

COAST PILOT 2**30 Ed 1998****Change No. 24****LAST NM 51/00**

Page 166—Paragraph 36, lines 4 to 6; read:

Light. In June 2000, the controlling depths were 13 feet in the entrance channel, thence 12 to 15 feet in the inner harbor

COAST PILOT 2 (Continued)

anchorage with lesser depths along the edges, thence 13 to 15 feet were ...
(BP 171869; CL 1212/00) 52/00

Page 166—Paragraph 38, line 7 to Paragraph 39; read:
southwestern side of the entrance is protected by a jetty, which is marked by a light and a fog signal at its outer end.

In September 2000, the controlling depths were 13 feet in the left half and 11 feet in the right inside quarter of the entrance channel. Gradual shoaling to 1 foot or less occurs in the right outside quarter, about midway between Buoy 8 and Buoy 10. Local knowledge is advised before entering.

(BP 172405; CL 1474/00; BP 171565;
CL 1030/00; NOS 13217; LL/2000) 52/00

Page 169—Paragraph 104, lines 6 to 10; read:
marks the approach to the harbor. In March 2000, the controlling depths in the channel were 12 feet to the boat basin northwestward of Star Island, thence 11 feet (12 feet at mid-channel) to the yacht basin east of Star Island. In March 1999, the boat basin had depths of 9½ feet with shoaling to 8 feet along the southwest edge. The channel is marked by private seasonal buoys.
(BP 172263; BP 168609) 52/00

Page 191—Paragraph 199, line 3; read:
shoaling. General depths of 3 to 8 feet are in the protected area, ...
(BP 154311; CL 125/95) 52/00

Page 212—Paragraph 125, lines 4 to 10; read:
into the river for about 0.7 mile. The river is shallow except in the dredged channel and rocks exposed 2 feet at low water have been reported on the east side of the channel near the channel edge in about 41°03'37"N., 73°26'47"W. In 1994, the controlling depth was 4 feet (5½ feet at midchannel) to a point about 0.6 mile above Butlers Island at the mouth of the river, thence 1 foot to the head of the dredged channel. The ...
(BPs 154475-76; CL 255/95) 52/00

Page 240—Paragraph 65, lines 4 to 11; read:
lights. In April 2000, the midchannel controlling depth in the dredged channel was 2 feet from Great South Bay to the upstream limit of the project; thence in 1993, 2 feet at mid-channel to a point about 0.3 mile below the Sayville Highway Bridge; thence in 1971, with local knowledge, about 2 feet to the head of navigation at the bridge. In 1976, a large rock, covered 6½ feet, was reported at the entrance to the dredged channel. Local interests advise that mariners ...
(BPs 172459-61; CL 1494/00) 52/00

Page 243—Paragraph 139, lines 1 to 2; read:
In May 2000, the controlling depth was 9½ feet in the channel from Point Lookout ...
(BPs 172470-71; NOS 12352) 52/00

Page 257—Paragraph 190, lines 1 to 3; read:

Coney Island Channel is a buoyed passage along the south side of Coney Island that leads from deep water in Lower Bay to Rockaway Inlet. In January-April 2000, the controlling depth was 12 feet. It is used principally by vessels going to Jamaica ...

(BPs 172456-57; CL 1492/00; NOS 12402) 52/00

**COAST PILOT 3 34 Ed 1999 Change No. 7
LAST NM 45/00**

Page 178—Paragraph 93, lines 3 to 4; read:
at **Phoebus** and has a federal project depth of 12 feet. (See Notice to Mariners and latest editions of the charts for controlling depths.) The wharves have depths of 8 to 12 feet at their ...

(NOS 12245) 52/00

Page 178—Paragraph 95, lines 3 to 4; read:
westward from the channel in the river and has a federal project of 12 feet. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(NOS 12245) 52/00

Page 180—Paragraph 126, lines 3 to 5; read:
miles to an enclosed boat basin used by small navy boats. In 1988, the channel had a controlling depth of 9½ feet; depths of 7 to ...
(NOS 12245; BP 135917) 52/00

Page 182—Paragraph 177, lines 2 to 3; read:
River about 3 miles above the mouth. In April 1998, the controlling depth was 6 feet to the head. Some supplies, gasoline, and ...
(CL 1933/98; BP 166634) 52/00

Page 183—Paragraph 189, lines 3 to 4; read:
through a channel, marked by daybeacons, which had a reported controlling depth of 8 feet in December 1998. The channel leads to old fishing ...
(CL 108/00) 52/00

Page 183—Paragraph 205, line 2; read:
channel 45 feet deep to the third bridge, thence 35 feet deep to the ...
(NOS 12253) 52/00

**COAST PILOT 5 28 Ed 2000 Change No. 7
LAST NM 51/00**

Page 192—Paragraph 203, lines 8 to 10; read:
Naples about 2.5 miles above Gordon Pass. In February 2000, the controlling depth was 4½ feet (5 feet at midchannel) from the entrance to Light 16, thence 5½ feet to just below the highway bridge at Naples. **Gordon Pass** ...
(CL 620/00; BPs 171107-117) 52/00

Page 216—Paragraph 237, lines 4 to 10; read:
and **Bayboro Harbor**. In January 2000, the controlling

COAST PILOT 5 (Continued)

depth was 16 feet (18 feet at midchannel) in the two dredged channels leading N to the entrance, thence 18 feet (20 feet at midchannel) in the entrance channel to the Port of St. Petersburg with 18 to 21 feet in the basin except for shoaling to 16 feet along the E and W sides, thence 14 feet to the basin at Bayboro Harbor with 12 to 14 feet available in the basin.

(CL 379/00; BPs 170626-39) 52/00

Page 218—Paragraph 292, lines 3 to 6; read:

Gulf to a turning basin at Tarpon Springs. In November 1999-February 2000, the controlling depth was 8 feet in the entrance channel to the turning basin, thence 7 to 9 feet in the turning basin. The ...

(CL 871/00; BPs 171344-62) 52/00

Page 221—Paragraph 327, lines 4 to 5; read:

channel to a spillway about 11 miles above the mouth. In April 2000, the controlling depth was 2½ feet (4½ feet at midchannel) to ...

(CL 1297/00; BPs 171952-64) 52/00

Page 223—Paragraph 357, lines 10 to 11; read:

marginal county wharf. In December 1999, the midchannel controlling depth was 3 feet with 2 to 3 feet in the basin. The channel ...

(CL 204/00; BPs 170441-47) 52/00

Page 244—Paragraph 60, lines 9 to 10; read:

1.2 miles W from the head of the turning basin. In June 2000, the controlling depth was 10 feet. Overhead power and telephone cables ...

(BP 172227) 52/00

Page 249—Paragraph 163, lines 7 to 11; read:

feet below the bridge. In May 2000, the controlling depth in the channel was 6½ feet (7½ feet at midchannel), thence 5 feet (7½ feet at midchannel) to about 200 feet below the highway bridge, and 9 feet in the basin. The channel is marked with lights and daybeacons. In 1999, State Route 188 highway bridge had a reported 35-foot fixed span with ...

(BPs 172163-65; CL 1183/99) 52/00

Page 252—Paragraph 222, lines 6 to 8; read:

miles above the State Route 613 bridge. In June 2000, the controlling depth was 5 feet (11 feet at midchannel) to the State Route 613 bridge, thence 6½ feet to the head of the project with shoaling to 1½ feet in the N half of the channel at the head of the project. The ...

(BPs 172172-80) 52/00

Page 292—Paragraph 41, lines 7 to 9; read:

Waterway. In May-July 2000, the controlling depth was 11 feet across the bar, thence 4 feet to Light 19, thence 6 feet to the entrance of Bayou Rigolettes, thence 8 feet to the junction with the ...

(34/00 CG8; DDs 926-930, 966-1001) 52/00

Page 296—Paragraph 124, lines 4 to 5; read:

several lighted and unlighted buoys. In January 2000, the controlling depth through the pass was 16 feet. Anchorage area inside ...

(DDs 573-574) 52/00

Page 296—Paragraph 125; strike out.

(NOS 11357) 52/00

Page 306—Paragraph 302, lines 5 to 7; read:

Intracoastal City. In February-March 2000, the controlling depth in the entrance channel was 12 feet to the canal, thence 12 feet in the canal to its junction with the Intracoastal Waterway.

(37/00 CG8; DDs 717-734) 52/00

**COAST PILOT 6 30 Ed 2000 Change No. 21
LAST NM 51/00**

Page 264—Paragraph 349, lines 4 to 7; read:

May 2000, the controlling depths were 12 feet in the approach channel and between the piers to about 0.4 mile above the lakeward ends of the piers; thence in August 1999, 10 feet (12 feet at midchannel) to the South Haven Municipal Marina, thence 5 feet to the head of the project ...

(DD 914; DDs 435-436) 52/00

Page 344—Paragraph 70, lines 4 to 5; read:

the breakwaters are marked by lights. In May 1999, the controlling depth was 3 feet in the E half of the channel with shoaling to bare in the W half, through the entrance and ...

(DD 147; DD 911) 52/00

**COAST PILOT 8 23 Ed 1999 Change No. 2
LAST NM 38/00**

Page 203—Paragraph 95, lines 4 to 6; read:

the inner harbor. In June 1999, the controlling depth was 15 feet in the main entrance channel except for shoaling and heavy kelp buildup in the W half of the channel. The channel to the ...

(BP 169515) 52/00

**COAST PILOT 9 19 Ed 1998 Change No. 14
LAST NM 51/00**

Page 109—Paragraph 510, line 1; read:

Esther Rock, 1 mile W of **Point Esther**, is 15 feet high ...
(NOS 16705) 52/00

Page 301—Paragraph 129, line 6 to Paragraph 130, line 2; read:

full tide stages only. Moderately heavy seas will break over this bar with any stage of ...

(CL 371/99; LL/99) 52/00

Page 302—Paragraph 146, lines 2 to 3; read:

and en route to Naknek can meet the pilot about 10 miles WSW of the Naknek River entrance.

(CL 371/99; LL/99) 52/00

USCG NAVIGATION RULES CORRECTIONS**COMDTINST M166722D Ed 1999 LAST NM 44/99**

Page 2—International: Part A-General, Rule 1(c) line 4;

read:

of war and vessels proceeding under convoy, or with respect
to addi-...

(USCG) 52/00

Page 2—International: Part A-General, Footnote 1, lines 4

to 5; read:

of the Navy with respect to additional station and signal
lights are found in Part 706 of Title 32, Code of Federal
Regulations (32 CFR 706).

(USCG) 52/00

Page 3—Inland: Part A-General, Footnote 1, lines 4 to 5;

read:

of the Navy with respect to additional station and signal
lights are found in Part 706 of Title 32, Code of Federal
Regulations (32 CFR 706).

(USCG) 52/00

Page 58—International: Rule 24(d), line 2; read:

apply shall also comply with Rule 23(a)(ii).

(USCG) 52/00

Page 137—Inland: Annex I, §84.05(d), line 3; read:

sel of less than 20 meters in length, the vessel shall exhibit
one mast-...

(USCG) 52/00

Page 150—International: Annex II, paragraph 2(a), line 2;

read:

ing, whether using demersal or pelagic gear, shall exhibit:

(USCG) 52/00

Page 150—International: Annex II, paragraph 2(b), line 2;

read:

trawling shall exhibit:

(USCG) 52/00

Page 207—Waters Specified by the Secretary. 33 CFR

§89.27(b)(1), line 2; read:

(EHL) to the Dupont Fixed Bridge at Mile 295.4 EHL.

(USCG) 52/00